

Items	Stakeholder position
<b>Definition</b>	<p>(CP1:J) Acceleration control (JNCAP: Acceleration control, JASO: Acceleration control)</p> <p>Industry: ACPE = system able to inhibit acceleration when a potential pedal error is detected</p> <p>(CP2: DE) System that is able to prevent collision with a wall, vehicle, vulnerable road user, in case a pedal misapplication has been detected.</p> <p>(ACPE-01) Definition of ACPE: “ACPE is a system to control an unintended acceleration”</p>
<b>Vehicle categories</b>	<p>(CP1:J) M1 and N1. After initial discussion M1/N1, we can discuss application and modification to other vehicle categories. (JNCAP: Pass car <math>\leq</math> 9P, Track <math>\leq</math> 2.8t, JASO: M1 and N1)</p> <p>Industry: M1N1 (ACPE-01-03)</p> <p>(CP2: DE) M1/N1 sufficient accidentology available. For other categories, accident data as motivation needs to be provided to further define DE position.</p> <p>(ACPE-01) CP (D, J, UK, etc.) and industry will provide the accident data in the next meeting (ACPE-02).</p>

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<b>Collision obstacle (Working direction)</b>	<p>(CP1:J)Wall, vehicle and pedestrian, but no obstacles operation※ can be accepted as alternative (JNCAP: Vehicle(2018~), Pedestrian for front and rear(2023~), JASO: vehicles or walls for front and rear)</p> <p>Industry:</p> <ul style="list-style-type: none"> <li>Clarify “no obstacles operation※ can be accepted as alternative” → systems only reacting on actuation speed of the accelerator pedal would still be accepted, right?</li> <li>See next slide</li> </ul> <p>(CP2:DE): Wall, vehicle and VRU. Collisions should be prevented for initial distances above [1.5m] and initial speeds below [10 km/h]. <i>Technology neutrality: if detection using actuation speed fulfils the requirements, this should be allowed.</i></p> <p>(ACPE-01) Japan provide the investigation result for the wall, and Germany clarify the detail of VRU in the next meeting (ACPE-02).</p>
<b>Requirements (Including the collision prevention?)</b>	<p>(DE): System can prevent the collision for a wall, vehicle, vulnerable road user.</p>

Items	Stakeholder position
<b>Distance from obstacle</b>	
<b>Velocity (e.g. below 10km/h)</b>	
<b>Control strategies (e.g. activation, deactivation)</b>	

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<b>Trigger (e.g. after collision, after Risk Mitigation Function)</b>	
<b>Confirmation of consistency with Vienna convention and Geneva convention</b>	